

Appl. No. 10/736,282
Atty. Docket No. AA556C
Amdt. dated May 12, 2006
Reply to Office Action of Feb. 16, 2006
Customer No. 27752

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Original) An absorbent article having a pair of longitudinal side edges and a first end edge, a second end edge, a first waist panel adjacent to the first end edge, a second waist panel adjacent to the second end edge, a crotch panel positioned between the first and second waist panels, and a side panel extending laterally outwardly from the first or second waist panel, the absorbent article comprising a liquid pervious topsheet, an absorbent core disposed underneath the topsheet, and a chassis layer, wherein the first or second waist panel comprises a portion of the chassis layer, the chassis layer including a plurality of spaced discontinuities regularly disposed in at least a portion of the first or second waist panel, the discontinuities being open to provide the chassis layer with extensibility in the transverse direction when the waist panel is subjected to tension; and an extensibility controlling means to control the extensibility of the chassis layer, wherein the extensibility controlling means inhibits the chassis layer from extending beyond extensibility causing breakage of the chassis layer.
2. (Original) The absorbent article of Claim 1 wherein the extensibility causing breakage of the chassis layer is more than 20 %.
3. (Original) The absorbent article of Claim 2 wherein the extensibility controlling means inhibits the chassis layer from extending beyond 20 % at tension force of 125 grams/25mm.
4. (Original) The absorbent article of Claim 3 wherein the extensibility controlling means is disposed in the first or second waist panel in the transverse direction across at least the transverse width of the plurality of spaced discontinuities.
5. (Original) The absorbent article of Claim 4 wherein the extensibility controlling means is disposed along the end edge.

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6. (Original) The absorbent article of Claim 5 wherein the extensibility controlling means is a stretchable elastic material.
7. (Original) The absorbent article of Claim 1 wherein the chassis layer comprises a liquid impervious material.
8. (Original) The absorbent article of Claim 1 wherein the absorbent article comprises a liquid impervious sheet disposed between the absorbent core and the chassis layer.
9. (Original) The absorbent article of Claim 7 wherein the absorbent core does not extend into the first or second waist panel in which the discontinuities are provided.
10. (Original) The absorbent article of Claim 8 wherein the absorbent core does not extend into the first or second waist panel in which the discontinuities are provided.
11. (New) The absorbent article of Claim 1 wherein the discontinuities are selected from the group consisting of: slits, cuts, and perforations.
12. (New) The absorbent article of Claim 11 wherein the discontinuities comprise a plurality of cuts wherein the cuts comprise rectilinear cuts, curvilinear cuts, or combinations thereof.
13. (New) The absorbent article of Claim 1 wherein the discontinuities are regularly disposed in the chassis layer.
14. (New) The absorbent article of Claim 1 wherein the discontinuities are oriented such that the discontinuities extend in a longitudinal direction.
15. (New) The absorbent article of Claim 14 wherein the discontinuities are aligned such that the discontinuities form a plurality of laterally spaced columns which extend in the longitudinal direction.

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16. (New) The absorbent article of Claim 1 wherein the discontinuities comprise a plurality of edges wherein the edges are treated.
17. (New) The absorbent article of Claim 1 wherein the discontinuities are arranged such that the application of a tensile force to the chassis layer results in a plurality of equal area openings having an area from about 1 mm² to about 2500 mm².
18. (New) The absorbent article of Claim 1 wherein the discontinuities are arranged such that the application of a tensile force to the chassis layer results in a plurality of openings having an area from about 1 mm² to about 2500 mm².